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69. *Maintenance of the Cardamom Hill roads.*

Mr. V. A. Parameswara Menon (Member, Cardamom Ryots) said that, to the Cardamom ryots settling permanently in the several *Thavaloms*, the branch roads connecting them with the main road were the most useful. Till 1082, the maintenance of the branch roads was with the Cardamom Department and the roads were being kept in a proper condition. Ever since the transfer of the roads to the Public Works Department, no maintenance works were done, except on the main road, and it was the ryots that were now spending money out of their pockets and keeping them in a tolerably good condition. Except two maistries, there was no responsible officer of the Public Works Department stationed in the locality. The boundary roads between Travancore and British India were also not being annually cleared. The Member requested that the maintenance of the roads might be re-transferred to the Cardamom Department, at least for some years, the expenditure being, if necessary, charged to the Public Works Department.

Dewan's reply.—The attention of the Chief Engineer will be drawn to the matter.

(2) KOTTAYAM DIVISION.

70. *Facilities for communication in the Shertallai taluk.*

Mr. Kumaran Kochu Padmanabhan (Member, Shertallai Taluk) explained in detail the great inconvenience and difficulty experienced by the people of the taluk owing to the want of proper communications, and said that, since coming to Trivandrum, he had learnt with much pleasure that, as a result of their repeated representations, the Government had sanctioned the estimate for the construction of a canal from Shertallai to Alleppey. He therefore thanked the Government on behalf of the people of the taluk. Proceeding to the subject, he said that his suggestion was that a light railway might be opened from Alleppey to Arukutty. There existed at present a road in fairly good order and there was no need for acquiring any land. In view of the cost of the annual maintenance of the roads, which could be saved, and the increased facilities the railway would afford for trade and traffic, he said that the railway was sure to be a paying concern in the long run. The profit that went to the Steam Launch Company that plied daily between Alleppey and Cochin was also assured to the Government. During his inspection of the taluk, the late Dewan Mr. V. P. Madhava Rao found that, having regard to the condition of the taluk, a light-railway would be much better than a road or canal and be cheaper in the

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long run and he had also caused an estimate to be prepared. He requested that the Government might be pleased to consider the question favorably and sanction the railway, if at all possible. If, for any reasons, that was not practicable, the Member requested that the road from Alleppey to Arukuttty might be improved so that, with private capital, the people might endeavour to ply a motor car between the two places. He further prayed that the canal already sanctioned be soon constructed and also that the village road from Alleppey to Thanneermukkom be improved and made cartable. These latter improvements were, he said, absolutely necessary in the absence of the railway proposed by him.

The Member then said that, in reference to the petition which the merchants of Mukamba in Thanneermukkom had addressed the Government, he had received a telegram from them asking him to place before the Assembly the urgent necessity of deepening and improving the canal leading to the Mukamba market. The canal was constructed by the Government, but, owing to the absence of a sufficient depth of water, there was great difficulty in taking boats laden with articles of trade along the canal. He requested the early attention of the Government to the work.

Dewan's reply.—Noted.

71. *Improvement of the Poochakkal Canal.*

Mr. Shaik Mahomed Hamidhani Thangal (Member, Nominated) said that the Poochakal Canal, about 3 miles in length, connected the Vycome and Shertallai taluks. It was constructed at Government cost and was now covered up with sand and silt here and there for want of regular repair. As the canal was a great help to agriculture, trade and communication, and would specially benefit both the Vycome and Sherta lai taluks, he requested that it might be improved at an early date.

Dewan's reply.—Noted.

72. *Improvement of certain canals and the construction of roads and bridges.*

Mr. Rayiran Kesava Kymal (Member, Vycome Taluk) stated that the extensive areas of wet lands lying on the eastern side of the Vaikam Taluk and of the Vetchur Proverthy, on which the ryots raised *Virippu*, *Mundakan* and *Puncha* cultivation, were being damaged annually by the floods coming through the Muvattupuzha and Meenachil rivers and their tributaries. The canals, which had been cut for taking off the water to the backwaters, were not sufficiently broad and deep. The adjoining lands were in consequence invariably submerged in water during the rainy season and the ryots suffered much loss. He particularly mentioned the case of the Vellayil Thodu and the Anchumuna Thodu

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